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NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECIMENS.
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G. FALCONER & Co., ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
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A. G. GORDON, *General Manager.*

78

A WORD TO MOTHERS.

You do not always know the real cause of enaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a *cure* for whatever ails them.

Scott's Emulsion

MADE IN SCOTLAND *PREPARED BY SCOTT & BOWNE, LIMITED, LONDON*

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole agents for Hongkong and the Empire of China: WATKINS & Co. Hongkong.

'CHINA MAIL' OFFICE.

PRINTING.

Every Description of GENERAL PRINTING executed

Name.	Description.	Tons.	Guns.	T.H.P.	Captain.	Where at.
Alberici	despatch-vessel	1709	10	3000	Commander Smith-Dorrien	Wei-hai-wei
Algerine	sloop	1050	6	1805	Commander J. W. Slade	Beihai
Anchor	cruiser, 3rd class	1270	6	2400	Comdr. G. C. Kingsmill	Beihai Sea
Barbar	battleship, 1st class	10,400	14	13,000	Capt. R. N. Custance	Hongkong
Beaufort	cruiser, 2nd class	4300	10	9000	Capt. R. A. J. Montgomery	Mannia
Centurion*	battleship, 1st class	10,500	14	13,000	Captain Jellicoe	Wei-hai-wei
Daphne	atop	1140	6	1400	Comde. C. Wilmington-Ingram	Batavia
Esk	g-lt. 3rd class coast defence	363	2	200	Lt. Com. Chadwick	Shanghai
Fane	torpedo boat destroyer	260	6	4000	Lieut. H. A. Gillut	Taku
Friesland	gunboat, 2nd class	465	2	—	—	—
Grafton	cruiser, 1st class	75	12	10,000	Captain Ewart	Hongkong
Handy	torpedo boat destroyer	980	6	4000	Lieut. A. Gillaspie	Yokohama
Hart	torpedo boat destroyer	220	6	4000	Lieut. H. F. Shakespear	Wei-hai-wei
Hermione	cruiser, 2nd class	4300	10	9000	Capt. G. A. Callaghan	Shanghai
Huiler	storeship	1640	—	800	Lieut. Plumer	Wei-hai-wei
Immeritt	armoured cruiser, 1st class	5600	12	8500	Captain Sir Edward Chichester	Hongkong
Ipigenia	cruiser, 2nd class	3000	8	9000	Capt. H. T. Dudding	Shanghai
Linnets	gunboat, 2nd class	755	2	870	Com. W. W. Smythe	Foochow
Narcissus	armoured cruiser, 1st class	5600	12	8500	Comdr. W. C. C. Forayth	Yokohama
Peacock	gunboat, 1st class	755	6	1200	Lieut. Com. P. S. St. John	Changhai
Phoenix	sloop	1050	6	1400	Capt. P. Cochrane	Shanghai
Pique	gunboat, 1st class	755	6	1200	Lieut. Durner	Hongkong
Plorer	gunboat, 1st class	755	6	1200	Com. Spencer V. Y. de Hovey	Hongkong
Powerful	cruiser, 1st class	14,200	14	25,000	Capt. Hon. H. Lambton	Hongkong
Rattler	gunboat, 1st class	715	6	1200	Lt. Com. Hon. G. A. Harding	Hongkong
Redoubt	gunboat, 1st class	805	6	1200	Lieut. Com. Lt. H. Gratton	Beihai Sea
Swift	gun-vessel, 2nd class	754	2	870	—	—
Tamar	receiving ship	2947	—	—	Commodore S. Hallad	Hongkong
Tweed	g-lt. 3rd class coast defence	363	2	200	—	—
Unstoppable	armoured cruiser, 1st class	5600	12	8500	Capt. A. C. Clarke	Hongkong
Victorious	battleship, 1st class	14,800	16	12,000	Capt. A. Schouber	Taku
Waterwitch	surveying ship	622	—	—	Lieut. Comdr. W. P. Dawson	Wei-hai-wei
Whiting	torpedo boat destroyer	260	6	4000	Lieut. I. P. Barton	Wei-hai-wei
Wivern	coast defence ship, armoured	2000	4	1000	—	Hongkong

Name.	Flag and Description.	Tons.	Gun.	H.P.	Captain.	Port reported at.
Frundsberg	Austrian outvotta	1400	9	800	Capt. L. von Zeigler	Nagasaki
Aspic	French gunboat	475	3	450	Commander Journe'	Saigon
Bayard	French flag ship	6000	12	4600	Captain d'Arnet	Yokohama
Brix	French cruiser	—	—	—	Captain Parlat	Saigon
Descartes	French cruiser	4600	14	8500	Capt. Philibert	Samsal
Duguay-Trouin	French cruiser	3503	11	4329	—	Keelung
Eclair	French cruiser	1658	8	2050	Capt. Tuxier	Along Bay
Eden Hart	French cruiser	—	—	—	Captain Thummar	Manila
Eden	French gunboat	470	—	—	Capt. Auet	Shanghai
Faust	French cruiser	3085	14	8500	Captain de Brétzel	Manila
Surprise	French gunboat	629	2	900	Captain de Plessix	Saigon
Vauban	French flag ship	—	—	—	Captain Bouter	Along Bay
Arcona	German cruiser	1640	8	2930	Captain Becker	—
Caracaras	German cruiser	1640	8	2930	Capt. Brunsst	Manila
Deutschland	German ironclad	8000	—	8900	Captain Plachte	Taku
Gefion	German 2nd class cruiser	4109	10	9000	Captain Follenius	Wessing
Irene	German cruiser	4200	8	2930	Commander de Bois	Nagasaki
Kaiser	German flag ship	7677	16	5700	Captain Strehm	Hongkong
Katharina Augusta	German cruiser	5531	20	14,000	Captain Krollhor	Tientsin
Kronprinz Wilhelm	German cruiser	4400	12	8000	Captain Truppi	—
Marco Polo	Italian cruiser	1487	—	—	Captain Inconerato	Taku
Liberal	Portuguese gunboat	400	3	400	Comdr. Carvalho o Athaya	Shanghai
Admiral Korniloff	Russian cruiser	5500	16	9300	Captain Molas	Port Arthur
Albatros	Russian gunboat	810	2	730	Captain Parnegoe	Vladivostok
Bobr	Russian cliper	950	2	1160	Captain Boismau	—
Dimitri Donskoi	Russian cruiser	6000	16	7000	Capt. Wittichof	Chofuo
Gaidamak	Russian gunboat	600	9	3500	Capt. Sebelrennikoff	—
Gremiaschky	Russian gunboat	1480	2	2000	Capt. Rudnof	—
Korjete	Russian cliper	1200	9	2160	Captain Lindstroem	—
Krasin	Russian cliper	1842	2	1800	Captain Isenick	—
Mandshur	Russian cliper	1550	3	1490	Commander Kachaloff	—
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Poniche	—
Otway	Russian gunboat	1480	9	2000	Captain Coriannof	Nagasaki
Pennat Azova	Russian cruiser	6000	15	8000	Captain Vircenius	Vladivostok
Rosita	Russian cruiser	12,000	—	—	Captain Demojoff	Chofuo
Rurik	Russian flag ship	10,925	26	13,200	Comdr. Gaspot	—
Saxa	Russian gunboat	650	3	1148	Captain Bannegoe	Vladivostok
Sinai Voliky	Russian 2nd class battleship	10,925	14	8500	Captain Bannegoe	—
Sivobit	Russian gunboat	950	3	1190	Captain Niedermauller	Nagasaki
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchromsky	—
Venduk	Russian gunboat	600	11	3500	Capt. Rogulla	—
Zabjako	Russian cruiser	1820	6	1194	Commander Vanderekr	Port Arthur
Baltazar	U. S. cruiser	4413	10	10,000	Capt. N. M. Dyer	Manila
Boston	U. S. cruiser	8730	6	4080	Captain F. Wilkes	Taku
Callao	U. S. gunboat	197	1	65	Lieut. Benjamin Tappan	Manila
Charleston	U. S. cruiser	8720	8	6896	Captain Gless	Manila
Decatur	U. S. cruiser	1700	8	8405	Com. A. Walker	Manila
Manila	U. S. gunboat	1027	9	760	Lieut. Com. F. Slinger	Manila
McCallister	U. S. gunboat	1390	—	2400	Captain C. L. Hooper	Manila
Monoway	U. S. cliper	1870	3	350	Com. O. W. Farquhar	Shanghai
Neosho	U. S. monitor	4044	4	8244	Capt. S. G. Leavitt	Manila
Neosho	U. S. monitor	3999	6	8000	Capt. W. H. Whiting	Manila
Olympic	U. S. cliper	2400	14	17,068	Captain Lamberton	Manila
Oriskany	U. S. gunboat	992	4	1038	Commander R. F. Wood	Manila
Oriskany	U. S. gunboat	992	11	10,000	Capt. Whiting	Manila

ordinary had happened—that there was the best reason for the worried. There I perfectly satisfied and entirely comfortable in the long run. It was along this path any one come near me. The thought passed away from me rapidly. There was no need for the neighborhood of any of these episodes the dead if could see a dead man not far away if I walked through the grass near the ground level, others would not, and a few first-aid for the injured men who were searching for us. I heard two of these men go by calling out the word of make there whereabouts known, but it did not occur to me the neighborhood of any of these episodes and I had some severe thoughts of sunstroke, but they were not really interesting thoughts, and I gave them up. It seemed a good notion to go to sleep, but I didn't do it.

Finally three soldiers found me, and, sitting half a shelter tent under me, caught me the shade.

There were several wounded men there before me. The first-aid men came along, and said that my wound was at the side of, and had shattered, the spine, and shaking their heads gravely, gave me a weak indication of amnesia is a stimulant. I said one of them say he would run for the surgeon. He came in a few moments, and was surprised because he examined me and found that I was not hurt. I was about the same as he was pleasant, but it did not interest me particularly.

"Don't you want to send any messages?" he asked. "If you do, you'd better write 'em—'as quick.'"

I decided to take his advice.

Not far away was a young man sitting

thing, low prices and easy terms.—Robinson Photo Co.

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHOEA REMEDY.

Is a splendid remedy for bowel complaints in all their various forms, both for adults and children. It is just such a medicine as every family should keep at hand, and especially during the summer season when colic, cholera morbus, dysentery, diarrhoea, bloody flux and cholera infantum are most prevalent. A few doses of this remedy will check any ordinary attack of these diseases. It is pleasant to take, children like it, in the most severe and dangerous cases. When reduced with water and sweetened it is pleasant to take, children like it. Sold everywhere. Price 50 cents and \$1.

General Agents:—WATKINS & Co.

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CHINA REVIEW—published once in Two Months.

OVERSEA CHINA MAIL—for every Week.

CHINA MAIL—every Day.

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others, and as I turned my head, I could see them all looking at me sorrowfully, and one or two had tears in their eyes. The surgeons were willing to save all of us, and had gone away on a boat to some other group. The young man who had been shot through both knees helplessly waited his way across to me.

"I'm a stonemason at home," he said, grasping my hand and snatching it gently, "and will take your message for you."

The surgeon cut between my fingers and tenderly and carefully dressed the wounds, and I stoically and bravely clenched my teeth.

I am sure I had no direct conception of anything that had happened since the bullet struck me until, as we finished the last letter, he called over in a friendly voice, "Now I understand everything, and my dreadful but unintentional cruelty was tried to help him. I couldn't move, or the first time I knew that I was paralyzed."

The next I knew, Stephen Crane and Richard Harding Davis were bending over me. They found me too early on my way out of the field hospital.

"Another of the thousand instances of selflessness which I find on the battlefield gave me almost as great a shock at it as the capital as the incident of the photographer had done me," wrote Captain Cassa, who had uncompromisingly helped to carry me in that tent cloth, held fast by two fingers near the middle joint, and had have grasped the canvas with his rough straps.

"From the field hospital to Siboney was nearly dark when we reached Siboney and joined the group of wounded to be transferred to the hospital-ship *Cleopatra*.

"There is the one incident of the day that still shines out in my memory about all others now as I lie in a New York hospital." He occurred at the field hospital, where a dozen of us were lying there. A continual chorus of moans rose through the sea branches overhead. The surgeons, the bandages and barrel cans dripping and the medical attendants' voices, were dominating every nerve to prepare the wounded for the journey down to Siboney. Beyond me lay Captain McCullough, with his long leg-braces literally ground to powder, as he bore his pain as patiently as he had led me here, and that in saying much, I think I can say more than I know. It was the end of the group. Amputation and death stared members in their gloomy faces.

My country, thy place,
Sweet land of liberty,
O thou I sing,
Thy voices took it up.
Land where my fathers died—
The quivering flag flies—
By the penitents' blood,
Purged by groans and steady sacrifice
In thine, inspired up from that little group of

<p>PRICE LISTS.</p> <p>CATALOGUES.</p> <p>PROGRAMMES.</p> <p>COMPANY REPORTS.</p>	<p>MODERATE PRICES.</p> <p>BUSINESS CIRCULARS.</p> <p>BILLS OF LADING.</p>
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Coast Port Orders receive careful attention.


<p>SIGHTLY used Pianos, cheap, to their for the summer, easy terms, full guaranteed.—Robinson Piano Co.</p>	<p>Piano Tuning and Repairs, New Music—Mandolins, Banjos, fine stock.—Robinson Piano Co.</p>
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<p>'IT IS REMARKABLE.'</p> <p>CHAS. MR. W. WILSON, THE POPULAR Chemist at HAWAIIAN and MURDER, 'How Chamberlain's Cough Remedy has obtained a prominence in my district, and though it has only been introduced a few months it has been the lead. From remarks made by my customers who have used this remedy, I am convinced that it possesses exceptional qualities. I never hesitate to recommend it to all who are in need of a good cough mixture.'</p> <p>CHAMBERLAIN'S COUGH REMEDY is for sale everywhere. Price, 50 cts. and \$1.</p> <p>General Agents.—WATKINS & Co.</p>	<p>'ACTED LIKE A CHARM.'</p> <p>MRS. J. HARRY WATERS, HEAD-Master, STATION SCHOOL, RAWAI, says: 'I regard Chamberlain's Pain Balm as a most useful household medicine. Have seen it used for toothache, rheumatism, and once on a very bad scalded foot, and in each of these instances the Pain Balm acted like a charm.'</p> <p>Every one who uses Chamberlain's Pain Balm always speaks in the same terms. It should be kept in every medicine chest.</p> <p>CHAMBERLAIN'S PAIN BALM for sale everywhere. Price, 50 cts. and \$1.</p> <p>General Agents.—WATKINS & Co.</p>
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MAILS.
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

EMPERESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 22nd Oct./98.
EMPERESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 23rd Oct./98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which run daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC.

WITHOUD CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and London with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports around the world. Return tickets to various points at reduced rates, good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having recovered the highest rates for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DELICIOUS CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, September 29, 1898.

D. E. BROWN, General Agent,
PRINCE STREET, 1602

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., & TACOMA, & FOR PORTLAND, OREGON,

Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Alenora.....	3754	J. McO. Livray.....	N. v. 1	Memmouthshire	874	W. A. Evans.....	Oct. 26
Victoria.....	3167	J. Truebridge.....	Do. 2	Oakbluff.....	360	A. G. G. G.	Nov. 18
Tucuman.....	2658	A. Dixon.....	Do. 10	Lennox.....	377	W. A. Evans.....	Dec. 24
				Memmouthshire	874	W. A. Evans.....	Jan. 21

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, \$23.

TACOMA and PORTLAND to DYRA and ST. MICHAEL. Frequent sailings from VICTORIA,
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and San Francisco and N. Y.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the

Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Freights will be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passages or Freight, apply to:

DODWELL, CARLILL & Co.,
 Freight Agents.

Portland, October 20, 1893.

NIPPON YUSEN KAISHA,
 (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROMOTED SAILINGS FROM HONGKONG—SURFURT TO AMSTERDAM.

Steamers.	Destinations.	Sailing Dates.
KANIGAWA MARU. J. MacKenzie,	MARSHILLES, LONDON and ANYWHERE. Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th. On over, at 4 p.m.
KAGOSHIMA MARU. M. Noroza,	Kobe and YOKOHAMA.	FRIDAY, 28th Occ., at 3 p.m.

YAMASHIRO MARU, J. JONES,	SYDNEY and MELBOURNE, Fri THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 28th Oct., at 4 p.m.
HIROSHIMA MARU.	SINGAPORE, COLOMBO and	TUESDAY, 1st

S. 3804,	BOMBAY.	Nov., at Noon.
SANUKI MARU, W. TOWNSEND.	KOBE and YOKOHAMA.	WEDNESDAY, 2nd Nov., at 4 p.m.
KINSHIU MARU.	SEATTLE Wash. USA	SATURDAY 5th

F. J. BROWN,	NAGASAKI, KERO AND YOKOHAMA.	SATURDAY, 20th
SADO MARU,	MARSHFIELD, LONDON, and	Nov., at 4 p.m.
J. B. MURRAY,	ANTWERP, SINGAPORE, and	TUESDAY, 24th
	PRINCE GEORGE and ROSE MARU.	Nov., at 4 a.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

Hongkong, October 24, 1893. 2028

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.

(FREIGHT SERVICE). (EAST ASIATIC SERVICE).

Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, Oporto, Lisbon.

PROJECTED MAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

Steamers	Destination	Sailing Dates
S. S. BADELSBERG

Capt. FRANK	HAVER and HAMBURG	About 15 November	Freight or passage.
S. ANDALUSIA	LONDON, HAMBURG and ANTWERP	About 15th November	Freight.
Capt. SOMBOATTAN			

H. S. STILBERG, Capt. FOURNA	HAYRE and HAMBURG.	About 17th November.	Freight & Passage.
H. S. SAVOIA, Capt. MEYER	HAYRE and HAMBURG.	About 23th	Freight &

* These Business Data Reports Are Available for Passengers and Party Contractors & Related.

CARLOWITE & Co., Agents
 Hongkong, October 10, 1913.

100

On Saturday, Messrs Hughes and Hough sold by public auction a lighter (formerly the sailing vessel *B. H. Steadman*) for \$800. The net tonnage of the vessel is 235 tons, and she carries 300 tons of coal. She is copper fastened and metal sheathed.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

LONDON, 21st October, 1898.
GREAT BRITAIN AND FRANCE.
The Times' Paris correspondent writes that Count Muraviev has urged that the Fashoda dispute cannot exceed the limits of diplomatic controversy, and has advised particular circumspection in the present circumstances.

THE GERMAN EMPEROR AT CONSTANTINOPLE.

Banquets and fêtes, with fireworks, have been given at Constantinople in honour of the Emperor of Germany.

RUSSIA AND FRANCE THE AND EMPEROR'S TOUR.

Russia and France are watching the Emperor's tour with great suspicion. Russia fears the outcome of Germany's growing friendship with Turkey affecting the balance of power, and France especially resents German interference with her protection of the Eastern Christians.

HONGKONG'S NEW GOVERNOR.

Sir Henry Blake has started for Hongkong.

TERRIBLE SHIPPING DISASTER.

119 LIVES LOST.

PARIS, October 16.
The English mail-boat *Malabar* (M. H. H. H.) ran ashore on the rocks off Cape Lizard. One hundred and forty-nine lives were lost.

[The only steamer we met in Lloyd's Register bearing any similarity to the *Malabar* of the above telegraph is the *Malabar*, owned by the 'Mauritius' S.S. Company (Limited). The *Malabar* (Capt. H. Cook) was built by Messrs J. J. Thompson and Sons of Sunderland in 1892, and is, therefore, a comparatively new ship. Her gross tonnage is 2725 tons, and she was classed 100 A. 1. Liverpool is her port of registry. The *Malabar* was 300 feet in length and 41 ft. broad. Messrs T. Morgan and Sons of New York, are managers of the Company. It is strange that no notice of such a disaster should not have reached us through Reuters.—E.H. C.M.]

RUSSIA AND FRANCE.

M. Mouraviev has arrived at Paris, and has held a long conference with M. Delcassé.

THE SITUATION IN FRANCE.

PARIS, October 14.

The strike of shipbuilders is considered at an end.

The railway stations in Paris and all the principal towns have been occupied by the military. The traffic on the lines is being conducted under normal conditions, however, and no incident of a serious nature is reported.

Le Temps, *L'Evénement*, and *La Petite République Française* pretend that a military plot against the Ministry was to have been revealed to-morrow, but that the Government was warned. The other newspapers are of opinion that such a plot was highly improbable.

PARIS, October 15.

M. Brisse has intimated to the Cabinet that the shipbuilders' strike has terminated. The strike of railwaymen has collapsed.

The Minister for War gives the lie to the allegations of a military plot. According to many of the newspapers, several generals have expressed their lively dissatisfaction with the attacks that are being made upon the army.

PARIS, October 16.

The troops have begun to quit the railway stations in Paris and in the provinces.

TYPHOON NOTICE.

Senior Don José de Navarro, Spanish Consul, continuously forwards the following telegrams to this office:

MANILA, 23rd October, 5 p.m.

A depression is crossing the Mindoro Sea, east of Palawan Island.

MANILA, 24th October, 1.15 p.m.

Typhoon to the E.N.E. of Manila approaching Luzon.

WEATHER REPORT.

The following notice is issued from the Observatory:

On the 24th at 11.35 a.m. the barometer has fallen on the China coast generally. Pressure is in defect, but highest over China, and lowest in a depression lying over the Philippines. Gradients slight on the coast, moderate in the N. part of the China Sea. Forecast:—moderate or light N.E. to N. winds; fine.

VESSELS AT THE DOCK.—At Kowloon.

Isidoros, Pons, Haiphong, Hongkong, Prout, Formosa, Agnes, Windsor Castle, Sabine Rickmers, Nan-yang.

Onampotham.—B. F. Packard.

Aderton.—(None).

At Kowloon and Allison Pianos, the very best value.—Robinson Piano Co.

NEVER KNEW IT TO FAIL.

MR. J. JOHNSON, RAWALPINDI, says:—I have personally tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, and have given it to several who are passing through a hot miasma, and I must say I never knew it to fail. It is a medicine I can recommend, and one that everybody should keep.

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHOEA REMEDY, is the most successful medicine in the world for Cholera, Diarrhoea, Colic, Cholera Morbus, and Cholera, and is the only one that never fails.

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CANTON NOTES.

UNREST IN THE CITY OF RAMS.
(From Our Own Correspondent.)

CANTON, October 22.

There is a growing feeling of uneasiness among the people, consequent on the vague rumours that are every day being circulated. It is well known that there is at present a more than usually large number of robbers in the western parts of the city. It is openly alleged that these men have a connection with Sun Yat Sen's party, and are only waiting a fitting opportunity to assert themselves. More than once, anonymous placards have been found on the doors of houses in the west end, pretending to give warning of a coming insurrection. In this way, terror is struck into the hearts of the people, and they are prepared to believe any and every rumour. Fortunately, as yet, no trouble has broken out in Canton, it has not come unexpectedly. The Sun Yat Sen clique proved that it is not always wise to assume, because nothing definite is known, that therefore there is nothing to fear, for it was only by the merest chance that that alternative rising became known, and that too at the last minute. The presence of a ghent as a preventative measure would be infinitely better than two or three coming to put down any disturbance that may arise.

THE KOWLOON DISTURBANCE.

The great majority of the residents of the Kowloon peninsula are perhaps not aware that a Chinese expedition visited Hongkong the other day, and punished the British for presuming to take a part of the San On country and add it to Hongkong. This is the story that is travelling round Canton. No date is given, and no particulars as to the losses on both sides. Very likely this ground has arisen on account of the opposition of the people in the San On city to the Kowloon extension scheme. The Kowloon Peninsula is the southern part of the San On country. The patriots in San On say they will die rather than give up any part of their territory to Great Britain. The people in the neighbouring county of Tung Kin have promised to assist the San On. There is serious side, as well as amusing one to this question, for it would be a thousand pities if blood had to be shed before the Kowloon Extension scheme is completed. That trouble should arise at this late stage, seems to suggest that the arrangement and agreement with the Chinese Government was not so clear in the beginning as it might have been. The Chinese admiral Ho has gone down with a force to preserve peace at San On. The natives who saw him depart must have imagined that the Dragon had gone to twist the Lion's tail. Having got so far, it is easy to see how they have assumed that the merited punishment was duly inflicted.

WENCHOW NOTES.

THE VISIT OF R.M.S. "REXIN".
(From Our Own Correspondent.)

WENCHOW, October 12.

About a fortnight ago, we heard it was likely that the *Phœnix* would pay a visit to Wenchow, but as the days passed by and she never put in an appearance we at last gave her up in despair. However, it is always the unexpected that happens, and therefore we ought not to have been surprised when we saw her entering the river on Saturday, Oct. 8. From a small bungalow situated on a hill just at the mouth of the *Phœnix* as she steamed round the islands with which the opening to the river is crisscrossed. She came by 7 o'clock in the morning, and went straight on to the Lower Anchorage, where she had to remain for some hours before high tide would enable her to go on further. The Consul, however, went on board at the Lower Anchorage, and on hearing that everything was quiet at Wenchow the Captain of the *Phœnix* decided not to go up there, but to return to Shanghai early the next morning. Thus the *Phœnix* did not really visit Wenchow itself, only the river and the Lower Anchorage. We hope that some future day she will pay the port a proper visit. She had only left Shanghai for a week's fresh air, and to get a little gun practice out at sea, and had received orders to call in at Wenchow just for a few hours. After not having a British gunboat for nearly two years we have actually got two within four months!—Wenchow is looking up; evidently the late riots have drawn a little more notice to us, and for this we must be thankful.

The officials are at present in a great state of excitement; they cannot make out why the *Phœnix* should appear in these parts only a few months after the Pigny. Of course, the stirring news from Peking has excited them, and they expect to hear by the next *Phœnix* that war has been declared between Great Britain and China. It is certainly a good thing to have a gunboat calling in every now and then at an out-of-the-way port like this, for it shows the Chinese that the rulers of the foreigners are thoughtful, and it makes the authorities rather more particular as to their behaviour, and more anxious to control the common people and prevent them doing any harm to the little foreign community and their property.

To leave Wenchow without a call from a gunboat for nearly two years certainly seems a long time, and rather undignified, especially when one knows that for other ports, where there is a steady running trade, two or three times a week, a British gunboat calls in, and as a rule, though not always, it is a British gunboat.

CRICKET.

HONGKONG C. C. v. THE GARRISON.

This match was concluded on Saturday afternoon, resulting in a win for the Club by 233 runs to 138. Anton again batted well, scoring 81 by vigorous hitting, and at the end of the innings H. Hancock, Lowson, Burnie, and P. A. Cox wakened up the field, scoring 140 runs amongst them—not by any means a bad record for a 'tail'!

Scores:—

THE CLUB.

T. Sercombe Smith, b. Lat 12

A. G. Salter, R.N., b. Lang 3

Lorne Egerton, R.N., b. Langhorne 3

A. S. Anton, b. Davies 34

H. Hancock, R.N., c. b. Langhorne 11

J. A. Lowson, b. Davies 11

E. Mast, b. Davies 11

C. M. G. Burnie, c. b. Simonds 39

H. Hancock, c. Lat 46

J. A. Lowson, not out 45

P. A. Cox, c. K. G. Campbell, b. Simonds 10

Extras 4

Total 233

BOWLING ANALYSIS.

A. R. Lat 8 1 37 1

H. S. Langhorne 19 1 37 3

Davies 17 4 74 4

B. S. M. Duncan 2 0 13 0

K. G. Campbell 9 1 18 0

C. M. G. Burnie 4 3 17 2

Lat bowled 2 miles.

CAMP NOTES.

(By Our Special Rider Correspondent.)

SPOONSCURRY, Monday, Oct. 24.

On Saturday afternoon, the annual Volunteer camp of instruction was opened at Spoonscurry Island. The Corps paraded at Headquarters at three o'clock, when the Commandant, Major Sir John Carleton, presented the dress-and-life band with a handsome silver-mounted bandmaster's staff, bearing the Corps crest and motto, "Nulli Secundus in Oriente." There was a good muster, and all the officers were present. The Corps, headed by the drum-and-life band, marched down to Murray Pier, and were transported to Spoonscurry in the steam launch *Kowloon*, which was adorned with the Corps colours. The trials and troubles of the transport officer are many, and it seems somewhat uncharitable that no member of the Corps thought it within his province to draw the attention of the coxswain to the fact that he was flying the colours as an ensign instead of at the fore. It may have been that the men, intoxicated with thoughts of a good time in camp, were totally oblivious to the error, but it is satisfactory to know that Sunday morning brought clearer heads and the fault was quickly rectified. On arrival at Spoonscurry, the men were lined up and addressed by the Commandant respecting camp rules and discipline, and then dismissed.

The site of the Volunteer camp on the three previous years being occupied by the encampment of the Asiatic Artillery, a new position was selected by the Commandant and officers on a piece of sloping ground on the north side of the Island, to the south of the Naval Range. A bamboo landing stage is erected at the entrance to the camp. Quarter-Master Sergeant Watling had a busy time in preparing the ground and laying out the encampment. But his brimmed and healthy appearance showed that he had benefited by his stay on the island. The visit of our citizen soldiers to the island promises to be most profitable and instructive. The sloping nature of the ground necessitated a change in the planning of the encampment. The guns and limbers are, as usual, parked in front of the camp. There is then a line of officers' tents and mess-rooms. In the line above, is situated the large mess-rooms of the tank and file, and the bell tents for the accommodation of the N.C.O. and five men each are pitched in terraces. Owing to the limited ground space the camp is somewhat cramped, and tent pegs and staves are treacherous to the unwary visitor. The men immediately set to work to arrange their camping quarters, and it was late in the afternoon before the tents were put in order for the night. No 1 detachment (Sergeant Hayward) supplied the guard for the first night. Lieutenant Slade was orderly officer, and Sergeant Skelton orderly sergeant.

There are several prominent figures absent from camp this year—some have left the Colony, some gone to the Far Beyond. There appears to be a large percentage of recruits, but amongst the trained soldiers there were present two merry men from the Docks and the gallant corporal of the Maxims who maintained the fun last year. A most conspicuous member is the piper of the Corps, whose selections are greatly appreciated. As a cannyer for the sale of 'chocks' he has no equal, and by his persistent advertisements by pipes and trumpet he has built up a tidy reserve fund for the canton. At first the cry 'chock' was heard in most unexpected quarters and times, but constant iteration has put the men on their guard. A real live civilian war correspondent has also been observed making notes, it is supposed for the *China Gazette*, the first number of which has been voted excellent. At an impromptu concert on Saturday evening, there was a great display of Maxim talent. In Gunner Farr, the Corps has secured an invaluable asset for 'amateurs', and he is already organising a grandiose concert for Wednesday evening, when a special service of launches will be run for the convenience of guests. On Saturday the health of the gallant Major and of Captain Sanders were drunk with great enthusiasm. Dr. Lowson appeared late, and after playing 'The Maces' and 'The Maces'.

Why he is disliked by Westernized Chinese.

He is a man of rare intelligence and is blessed with a highly retentive memory. He is a bright Chinese scholar. He cannot read, write or speak English.

He is a fervent devotee of Translated Works and Papers.

He is an admirable Compiler and Essayist. He has never confessed his indebtedness to Foreign or Chinese Authors and Translators, and his never noted by any of his numerous Memoranda and literary Works the source of his pilfered information.

He is vain, egotistic, conceited and selfish. He thinks nothing of making sarcastic and insulting remarks about Westernized Chinese, English Scholars, Compromises, etc., in his speeches and writings.

He carries the progressive spirit and learning of English-speaking Chinese when he regards with a selfish eye, he being the Leader of a Party of Chinese Scholars.

He is a biased and prejudiced man, and is a devoted devotee of Westernized Chinese, and it is a pity that with him it is merely for selfish purposes.

Why he is disliked by Progressive Chinese Scholars.

1. Because he is egotistic, biased, vain, conceited and selfish.

2. Because he believes that he and his pupils are the equals of the Chinese scholars, and that he is a superior of Confucius and his immortal disciples.

3. Because he is a champion for a man of his superficial attainments and reputation to attempt to rival the Great and Good Confucius.

4. Because he permits his pupils to style him 'The Young Confucius', etc., the 'Modern Sage'.

Of course his claim to such a title is utterly absurd and ridiculous. The Chinese nickname him 'The Mad Hong', etc. The Mad Hong.

Why he is disliked by Westernized Chinese.

1. Because he is egotistic, biased, vain, conceited and selfish.

2. Because he has formed a Party of Chinese Scholars, who, by the example he has set, are full of conceit and selfishness, which is detrimental to reform.

3. Because his pupils follow the information contained in Translated Works without acknowledging their indebtedness to the Authors and Translators.

Where did Hong Yan-wai obtain his store of information from? I wonder? Didn't Foreigners and the Westernized Chinese place all the information in his hands in the shape of Translated Books, etc.? In fact they have taught him the progress of the World.

Hong Yan-wai never dreamt in the days of his prosperity, that he would one day fall from the top of the ladder which he had so daringly and rapidly climbed.

He has fallen, but little do the Chinese sympathize with him.

Strange to say, but obsequious to Hong Yan-wai, who should befriend him in the days of his adversity, that a Hongkong Compromiser, one of those whom he has so often and so loudly denounced, thought fit to regard him as unworthy of his exalted position.—Yours truly, THE MODERN TURN-OUT.

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OH! WHAT A HAPPY LAND IS BORNEO.

To the Editor of the "CHINA MAIL".

Kinabalu, October 15, 1898.

DEAR SIR,—Appreciating the interest and sense of fairplay you have always shown in matters relating to Borneo, I shall endeavour to post you up to date.

The scene of our latest 'Lustspiel' was laid at an outpost. The Medical Officer, in due pursuance of orders from Headquarters, declined to make up prescriptions of unequalled practitioners. The Resident, on the other hand, it should be made up forthwith. M. O. declines. Resident thereupon places a guard of Sikhs round hospital and forbids M. O. to enter. Latter uses physical force, and a scene of carnage and bloodshed results in retreat of latter before superior numbers, but he rises to the occasion and issues a certificate that Resident is insane. Then follows a high old *four de file* for the town, and all the inhabitants, European, Malay, and Chinese, file in procession through the Court as witnesses. Finally, to hard—Resident goes home; M. O. (after withdrawing certificate of insanity) goes to the jungle.

In speech of Chairman at annual meeting of Chartered Co. in London, shareholders told that matters in Borneo before Mr. Cowie's visit 'were at sixes and sevens', but they are not told that same condition of affairs still obtains. At time of Mr. Cowie's visit, a petition reached 'Court of Directors' in London, signed by every planter, trader, and non-official in the territory, complaining of abuses which were stifling trade and enterprise of all kind, and particularly of mal-administration of justice, increased taxation, insufficient protection of life and property, etc.

It was generally understood that these matters would be gone into during Mr. Cowie's visit. It was believed that Mr. Cowie was too shrewd and far-seeing to allow the continuance of grievances which react upon the dividends of the Chartered Co., but Mr. Cowie's precipitate departure leaving it was reported to friction with the officials—left all in *quid pro quo*.

We have all heard of the resources and potentialities of Borneo, and when after discounting 20 per cent. off the speculations at the Borneo Dinner and such like functions, there still remains a certain amount of foundation, and the question very naturally arises—Why have they not been turned to account? The answer is:

1.—The shuffling policy of the administration. The shortsighted striving and grasping after dividends for the day instead of looking ahead a few years, and by liberal encouragement of immigration and investment of capital, cultivate *de facto* dividends, in place of the mythical returns offered to shareholders during past two years which amount to but a tithe of the 'calls' during same period. It is astounding that the Chartered Administration persists in this policy of paying dividends out of capital. Unfortunately, this policy is not confined to their own capital, but extends to a system of bleeding the planter and other industries by means of more or less direct impost, as for instance the duties which, in the first instance, fall upon the labourer but must be passed by employer giving increased wages.

2.—The term of encouragement offered for development of the much-valued resources of the country. This is given in shape of oppressive and vexatious duties affecting all the necessities of life, and such wantonly foolish and irritating regulations as 'prohibition of keeping of poultry within a mile of the town.'

3.—The encouragement extended to the various industries worked by capital provided by the subsidiary companies. For instance—Tobacco planting, which, taken from its commencement to present day, has not repaid the money invested, and coffee planting, which does not pay. These industries receive the encouragement indicated above. The Cutch industry—a new venture—is mulcted in a royalty of 10 per cent. The Gold industry is 'encouraged' by much more onerous terms than are obtainable in Australia and British Columbia. The Timber industry, which has never paid any dividends, is 'encouraged' by increased royalties 30 to 40 per cent.

4.—Shipping facilities and reasonable freights are 'encouraged' by vexatious regulations and hindrances, such as payment for working overtime, working on Sunday, etc.

The Chartered Co. has 'conscientious' scruples about Sunday labour; but is prepared to let its consciences out on hire at a stiff rate per hour. A short time ago it looked as if the enterprise of The Borneo Co. would afford shippers some relief against the monopoly of the Blue Funnel, but as the agent for the new boat very pertinently asks 'Why all this spiteful interference by Government officials?'

5.—Insufficient protection of life and property. The Land Office incident given by one of your recent correspondents is another instance of what we are expected to pay for but do not get. The Commissioner of Lands is admitted to be a model of zeal and courtesy, but I believe I am right in saying that he has the ludicrously inadequate support of one surveyor for a practically unsurveyed and unexplored area of 50,000 square miles. The area—as large as Ireland, as it figures in the London directory.

6.—The administration of Justice in Borneo. One of the most deplorable features of the Borneo Court is the way in which it fosters the spirit of gambling. Litigants in Borneo Courts quite realize that Law and Justice form no part in the framing of a verdict. The same spirit which prompts a man to take a ticket in a lottery gives full employment to the Borneo Courts. Those who on principle object to gambling in any form generally take the law into their own hands where possible. In this way we find one of our leading Sabah residents—thrashing an employee, and another putting a client 'through the mill' on the Praya rather than risk the vagaries of the Borneo Court.

7.—We have officialdom in its worst and most pernicious form—not the regime and discipline of a strong administration but all the cliques, jealousies, and petty tyrannies engendered by a system of favouritism and pettifoggery.—Yours, etc., SAT. MAILER.

CHRONICLES OF THE ISLAND BY THE SEA.

Now there dwell in ye City by ye Sea many bold and fearless warriors of the Gladiators, and He of the Glass Eye was Chief. And it came to pass that early in the ninth moon, the Romanist that were left from the slaughter of the Back Door arose and said: 'Let us Camp,' and the Chief of the Executive and Elders, and those that sat in high places said: 'Nay, ye are spendthrifts, ye have wasted your gear in riotous living on rice bins and such wine. Ye have no money and there shall be no Camp.' And there arose much murmuring among the warriors, inasmuch that they threatened to have no more care for the Open Door.

Then He of the Glass Eye arose in their midst and said: 'Be still my braves, and ye shall yet Camp in the bany shades of Spoonscurry, and revert to the odours of the Conservancy boats moored there—whereof the Frank of the four eyes and very head is the admiral. And he cried aloud: 'Bring hither my horse, sword, boots, and spurs, but bring no horse, as nor any four-footed beast, for I like them not, and fain would walk.' And he summoned also his henchman, the Man Chap, a centurion of much experience and weighty at the Council of war, and together they journeyed three days into the land of the Oracle, where their mighty labours were blessed with much reward. Thus was safety once more secured to the City by the Sea, and the people slept in pyjamas.

Now this was the life of the Camp. In the morning, ere yet the sun was risen, a trumpet arose and he made much noise upon a brass instrument; then were mingled many yawns and carous, and the warriors arose as one man, nor was there found one who slept, for the noise was great.

Now after much marching to and fro they formed themselves into companies and cohorts and did much work, called by some drill, but the inner man groaned, being weary, and by and bye they returned into the Camp and feasted. Then, with one accord, they took seed and went into the City, and such man occupied himself according to his wont, yet fell not they towards evening to return to the Camp, where they did yet more and more work, and feasted yet again.

Now the warriors were divided into two parts or units, and one was called the F. B. and the other the M. G. C., and the difference was this: while the weapon of the F. B. took many minutes to fire one shot, that of the M. G. C. fired many shots in one minute, and there was much rivalry between them.

And as aforesaid mentioned, He of the Glass Eye was Chief, a sociable man, fond of company, whether in column or as it were in line, but strict withal. And he had the Man Chap he had many cohorts, the Captain and Sub-captains of the cohorts, of whom Shamus O'Donnell was chief of the Maxims, a mighty warrior, tall, and of commanding presence.

Now there dwelt formerly on the island wherein the hosts were camped a poet, whose fame had spread even to the far ends of the earth, inasmuch that men sought of him as before even Homer or Virgil, and his poems were taught in their schools. His name was Babbis. But Babbis had departed to a far country, and he wrote no more, and a new poet and artist who dwelt not on the island, but on the frontier of the new Haterland, and he did evil in the sight of the warriors, and they loved him not, for he ridiculed their marksmanship and they who mismanaged the limbers; yet, and he ever said they were an abominable lot; so that when he came into the Camp, being attire, and he was always much silent, yet even in jesty day—he men go forth to give him drink. Thus was the sin of his publications punished, and men called him Babbis. And in the fullness of time the encampment was brought to a close and the warriors returned to their own houses, leaving with much Honour and Glory—Camp Gazette.

It may safely be alleged (says the *R.N.D. Herald*) that the discovery of paying out fields in this neighbourhood will produce results as important to our interests as that of the gold, and the progress of the new enterprise will be watched with keen interest by all. Should the anthracite variety be found, it is geologically possible that graphite (or plumbago) and even diamonds may be found associated with it. It is not perhaps probable that such good fortune will attend the promoters of the Company, but they will doubtless be satisfied with 'black diamonds' alone, if of commercial value. Meanwhile we may look for some interesting geological 'finds' when prospecting actually commences.

The B. N. H. Herald of the 15th inst. says:—An accident has resulted in the death of Mr. Reynolds, Superintendent of Telegraphs, which occurred on the Kinabalu River on the evening of

Intimations.

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Office, Nos. 38 and 40, Queen's Road Central, on SATURDAY, the 29th day of November, 1898, at twelve o'clock noon, for the purpose of passing the following Resolutions:

- (1) That the Agreement dated the 19th day of October, 1898, made between the Company of the one part and Queen Mines Limited, of the other part, for the sale of the undertaking of the Company to Queen Mines Limited, for \$25,000 to be paid and satisfied by the allotment of 100,000 fully paid up Shares in Queen Mines Limited, of 25 cents each, be and the same is hereby ratified.
- (2) That the Company do wind up voluntarily and that William Cotton Potts be, and he is hereby appointed Liquidator for the purpose of such winding up.

Should the resolutions be passed by the requisite majority, they will be submitted for confirmation at a special meeting of the Shareholders to be held on a Second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, October 24, 1898.

NOTICE TO ADVERTISERS.

OWING to the large and continued increase of Subscribers to the

CHINA MAIL.

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be sent here not later than 10 a.m. New Advertisements should be sent before 4 p.m.

BAIN & REID.
Hongkong, October 1, 1898.

To-day's Advertisements.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG, 1891.

13, Queen's Road.

WANTED, A MANAGER. Applications to be made in Writing, with References, to

W. S. BAILEY, The Secretary.
Hongkong, October 24, 1898.

FOR SHANGHAI.

The Steamship

Captain F. J. JACKSON, will be despatched for the above Port TO-MORROW, the 25th inst., at Noon.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.
Hongkong, October 21, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Company's Steamship

Captain F. J. JACKSON, will be despatched for the above Port TO-MORROW, the 25th inst., at Noon.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.
Hongkong, October 21, 1898.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 6th November, at Noon, the Company's Steamship

SYDNEY, Captain JACKSON, with MAIL, PASSENGERS, SPECIES, and CARGO, will leave for the above Port TO-MORROW, the 25th inst., at Noon.

This Steamship connects at COLOMBO with the S. S. *Ville de Calcutta* which leaves for the above Port TO-MORROW, the 25th inst., at Noon.

For further particulars, apply to the Company's Office.

G. de CHAMPEAUX, Agent.
Hongkong, October 24, 1898.

To-day's Advertisements.

BOARD and LODGING, with the Company of a House, for a Couple of CHILDREN, who can attend any day School in the Colony.

Address: "The China Mail" Office, Hongkong, October 24, 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

The Company's Steamship

Despatch, will be despatched on TUESDAY, the 1st November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, October 24, 1898.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callings: PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE.)

NEW ZEALAND & CO., Agents.
Hongkong, October 24, 1898.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *St. Paul*, Captain F. JACKSON, will be despatched for the above Ports, on SATURDAY, the 25th November, at 5 p.m.

This well-known Steamship is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamship is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company, for and from AUSTRALIA, are available for return by the Steamships of the China Navigation Company, and vice versa.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, October 24, 1898.

SHIPPING.

ARRIVALS.

October 22.

Haidan, French steamer, 377, W. East, P. Kohler Oct. 12, and Haidan 21, General.

A. R. MARY.

Kuoyang, British steamer, 389, W. S. Stuker, Newburgh Oct. 12, and Cheloo 16, Peas-Jarvis, Matsumoto & Co.

October 23.

Wang, British steamer, 1,112, C. S. Stuker, Newburgh Oct. 13, and Haidan 22, Peas-Jarvis, Matsumoto & Co.

October 24.

Thales, British steamer, 820, H. Balthors, Fuchow Oct. 20, and Haidan 23, General.

October 25.

Adie, Norwegian steamer, 867, C. M. Andre, for Hongkong Oct. 10, River, Denmark, Carlsberg & Co.

October 26.

Elphinstone, British steamer, 1,112, C. Stuker, Singapore Oct. 14, Timber, Arnold, Karsberg & Co.

October 27.

Hermes, Norwegian steamer, 819, J. C. Jensen, Lunenburg Oct. 2, C. H. Jensen, Matsumoto & Co.

October 28.

Savaria, German steamer, 1,401, Jager, Hamburg via Singapore Oct. 18, General.

October 29.

Despatch, British steamer, 1,347, B. Branch, Sandakan Oct. 19, General.—Butterfield & Swire.

October 30.

Haidan, British steamer, 1,891, Quil, Singapore Oct. 19, Sugrue.—Butterfield & Swire.

October 31.

Haidan, French steamer, 689, G. and, Halphoff and Haidan Oct. 23, General.—A. R. MARY.

October 1.

Thales, British steamer, 820, H. Balthors, Fuchow Oct. 20, and Haidan 23, General.—Douglas Steamship Co.

October 2.

Adie, Norwegian steamer, 867, C. M. Andre, for Hongkong Oct. 10, River, Denmark, Carlsberg & Co.

October 3.

Elphinstone, British steamer, 1,112, C. Stuker, Singapore Oct. 14, Timber, Arnold, Karsberg & Co.

October 4.

Hermes, Norwegian steamer, 819, J. C. Jensen, Lunenburg Oct. 2, C. H. Jensen, Matsumoto & Co.

October 5.

Savaria, German steamer, 1,401, Jager, Hamburg via Singapore Oct. 18, General.—Butterfield & Swire.

October 6.

Despatch, British steamer, 1,347, B. Branch, Sandakan Oct. 19, General.—Butterfield & Swire.

October 7.

Haidan, British steamer, 1,891, Quil, Singapore Oct. 19, Sugrue.—Butterfield & Swire.

October 8.

Haidan, French steamer, 689, G. and, Halphoff and Haidan Oct. 23, General.—A. R. MARY.

October 9.

Thales, British steamer, 820, H. Balthors, Fuchow Oct. 20, and Haidan 23, General.—Douglas Steamship Co.

October 10.

Adie, Norwegian steamer, 867, C. M. Andre, for Hongkong Oct. 10, River, Denmark, Carlsberg & Co.

October 11.

Elphinstone, British steamer, 1,112, C. Stuker, Singapore Oct. 14, Timber, Arnold, Karsberg & Co.

October 12.

Hermes, Norwegian steamer, 819, J. C. Jensen, Lunenburg Oct. 2, C. H. Jensen, Matsumoto & Co.

October 13.

Savaria, German steamer, 1,401, Jager, Hamburg via Singapore Oct. 18, General.—Butterfield & Swire.

October 14.

Despatch, British steamer, 1,347, B. Branch, Sandakan Oct. 19, General.—Butterfield & Swire.

October 15.

Haidan, British steamer, 1,891, Quil, Singapore Oct. 19, Sugrue.—Butterfield & Swire.

October 16.

Haidan, French steamer, 689, G. and, Halphoff and Haidan Oct. 23, General.—A. R. MARY.

October 17.

Thales, British steamer, 820, H. Balthors, Fuchow Oct. 20, and Haidan 23, General.—Douglas Steamship Co.

October 18.

Adie, Norwegian steamer, 867, C. M. Andre, for Hongkong Oct. 10, River, Denmark, Carlsberg & Co.

October 19.

Elphinstone, British steamer, 1,112, C. Stuker, Singapore Oct. 14, Timber, Arnold, Karsberg & Co.

October 20.

Hermes, Norwegian steamer, 819, J. C. Jensen, Lunenburg Oct. 2, C. H. Jensen, Matsumoto & Co.

October 21.

Savaria, German steamer, 1,401, Jager, Hamburg via Singapore Oct. 18, General.—Butterfield & Swire.

October 22.

Despatch, British steamer, 1,347, B. Branch, Sandakan Oct. 19, General.—Butterfield & Swire.

October 23.

Haidan, British steamer, 1,891, Quil, Singapore Oct. 19, Sugrue.—Butterfield & Swire.

October 24.

Haidan, French steamer, 689, G. and, Halphoff and Haidan Oct. 23, General.—A. R. MARY.

October 25.

Thales, British steamer, 820, H. Balthors, Fuchow Oct. 20, and Haidan 23, General.—Douglas Steamship Co.

October 26.

Adie, Norwegian steamer, 867, C. M. Andre, for Hongkong Oct. 10, River, Denmark, Carlsberg & Co.

October 27.

Elphinstone, British steamer, 1,112, C. Stuker, Singapore Oct. 14, Timber, Arnold, Karsberg & Co.

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Loading.

Australian Ports. Chongshin (s). Butterfield & Swire. Oct. 28, at 4 p.m.

Australian Ports. Yamashiro Maru (s). Nippon Yusen Kaisha. Oct. 28, at 4 p.m.

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